





To-day's  
Advertisements.GOVERNMENT NOTIFICATION.  
No. 405.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 31st day of July, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 31st day of July, 1899, at 1 P.M., on the Spot, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Sale | Locality                           | Boundary Measurements         | Contents in Square Feet | Annual Rent | Upset Price |
|-------------|------------------------------------|-------------------------------|-------------------------|-------------|-------------|
| 1           | Queen's Road East, (back of 1,551) | 11 ft. 50 in. by 8 ft. 50 in. | 1,125 sq. ft.           | 12 1/2      | 530         |

ZETLAND LODGE.  
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st August, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 24th July, 1899.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Chartered Steamship

"NANYANG," Captain Lehmann, will be despatched for the above Ports, on WEDNESDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., General Managers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"KWEIYANG," Captain Outerbridge, will be despatched as above on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

## THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENVENUE" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

## Intimation.

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

## AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post-Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899.

## Intimation.

## A. S. WATSON &amp; Co., LIMITED.

IMPORTERS OF HIGH-CLASS  
SHERRIES.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule - \$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule - 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule - 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule - 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) - 20.40

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,  
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

## DEATH.

At Kowloon Dock, on the 22nd July, 1899, "WEE ALICK," the beloved son of Alexander and Agnes Ewing, aged 1 year and 10 months.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 24, 1899.

## REUTER'S TELEGRAMS.

THE UNITED STATES AND THE PHILIPPINES.

LONDON, July 21st.

President McKinley has given out that eight troops of cavalry and a regiment of Rough Riders will be sent to Manila.

## THE TRANSVAAL QUESTION.

The Times says that the Uitlanders may rely on no amendments to the Franchise Bill, being acceptable to the British Government, which fail to give them an appreciable and immediate representation.

## THE NAVAL ESTIMATES.

Mr. Goschen, introducing the Naval Estimate, said that he saw no menace in Foreign Naval programmes against England. That Great Britain was bound to be equal in strength to any two possible hostile Powers but that it was not desirable to enter into a race for Naval supremacy. Mr. Goschen also said that the United States and Japan being now Naval Powers, it was expedient to appoint Naval Attaches to those countries.

## WEATHER REPORT.

The Observatory report says:—

On the 23rd at 11.55 a.m. The barometer is rising quickly on the E. coast of China, and slowly on the S. coast. The typhoon, probably now near S.W. Japan, continues moving Eastwards. A second area of low pressure, which has been lying in the N. part of the Sea of Japan during the past two days, seems to be now passing away over E. Japan to the Pacific.

Gradients continue rather steep for S.W. winds in S. China. FORECAST:—Fresh S.W. winds; squally, showery.

On the 24th at 11.50 a.m. The barometer has risen on the China coast, moderately in the North and slightly in the South. The typhoon has apparently filled up to a great extent, and probably exists now as a depression of moderate intensity to the S. of S.W. Japan. Gradients slight on the China coast. FORECAST:—Moderate or light S.W. winds; fair.

## LOCAL AND GENERAL.

THE P.M. steamship China arrived at Shanghai this morning, having been delayed by the typhoon.

The death rate of the Colony for June was 41.5 per thousand, that of the British community being 37.6 while that of the Chinese was 41.6.

It is notified in the Gazette that Mr. Li San-hin has been appointed a member of the Permanent Board of Directors of the Po Leung Kuk Society.

We would remind our readers of the lecture to be given at the Peak Hotel to-morrow evening, by Captain Anderson, full particulars of which will be found in our advertising columns.

THE road from Hung Hom to Kaulung City is being pushed on rapidly and, when completed, will add another fine level cycling track to those already in existence on the peninsula.

THE appointment of the Rev. T. W. Pearce to be Acting Inspector of Schools and Acting Honorary Secretary to the Board of Examiners, during the absence of Mr. A. W. Brewin, is gazetted.

WE would call the attention of our readers to the Promenade Concert to be given by the Royal Welsh Fusiliers Dramatic Club, this evening, at the Volunteer Head Quarters, full particulars of which will be found in our advertising columns.

THERE is irony of fate in the case of the young girl in Debreczin, Hungary, who married an elderly widower of seventy, in the hope that he would soon die and leave her in possession of all his earthly goods. But the case was reversed. The young bride waited thirty years, and then died—of disappointment, it is said. Her husband is now 100 years of age, and is about to marry again.

THE funeral of the late Bombardier W. Mullett, of the 25th Co. (Southern) Royal Artillery took place this morning, leaving Wellington Barracks at 7 o'clock. The deceased, who died from malaria fever yesterday morning, had only been admitted into hospital two days previously. Full military honours were accorded, and the company to which Bombardier Mullett lately belonged followed the body to the grave.

THIS is the sort of humourist who should be appreciated. He has committed suicide by throwing himself in front of a train on the Midland Railway. On his remains was found the following letter:—"Harry Edwards to Mrs. Edwards.—Dear mother, you said last night I ought to be run over by twenty trains. I have tried one to go on with. You can put me under the other nineteen when you have time."

THERE is one phrase in the congratulatory message sent by the South African savages now performing at Earl's Court to the Queen, on the occasion of her eightieth birthday, which may easily come to be famous. They hail Her Majesty as the powerful and peace-loving ruler "of all the land and water we have seen." If this sentence was evolved from some savage brain it is clear we shall soon be called upon to appreciate a Zulu Kipling.

## OUR BOOK CASE.

"The Chinese Drama"—by William Stanton (Messrs. Kelly and Walsh, Ltd., Hongkong, Shanghai, Yokohama and Singapore).

Many must have felt regret when visiting the Chinese theatres, either at Hongkong, or elsewhere, that they were unable to follow what the players were trying to depict, and what with the terrible noise made by the band and the not too salubrious surroundings few have decided to make the attempt by repeated visits. Mr. Stanton has stepped into the breach and has translated for the Chinese drama, so that now, if one went to the theatre and was certain that one of the plays so ably treated by the author was being given, he would have no difficulty in recognising some of the situations depicted.

In the preface the author hopes that the book may be both entertaining and instructive, and can assure him that it is so. The European Community of Hongkong do not understand the Chinese character and are rather therefore apt to treat it with contempt. Mr. Stanton truly says that a nation's home life is most clearly shown on the stage, this has been debarré from us, by the difficulty which nearly all, if not all, have in getting the slightest idea from what we do see performed. It is not sufficient to have a good knowledge of the language, as the Chinese mode of thought and expression are so diametrically opposed to ours, and the absence of all scenery makes the task doubly hard. The author has grasped these difficulties and has tackled them with remarkable success.

The book, which is advertised at a popular price, contains three plays, depicting the social, historical, and religious life of the Chinese, and two poems, preceded by a short but full account of the history of the Chinese drama, characters and characteristics of actors and many other things that the general public are unacquainted with. This is written in a nice, humorous style and has a vast amount of information compressed into a very small space. One passage as an example of the humour, we will quote. Speaking about the musicians, who have to spend seven years apprenticeship, the author says: "Let a foreigner listening to the orchestra *nihi* consider the music as 'tasted.' The italics are ours as we do not think there is much doubt of the 'night'."

In the space at our command it is impossible to give more than the names of the plays and we have to leave to our readers the pleasure of reading through for themselves, when we have no doubt they will resemble Oliver Twist and ask for more, and if they cannot get more to read, they will want some of our local dramatic clubs to put these already published on the stage, which we are sure would meet with a very good reception. The first play is called "The Willow Lute" and deals with the misery caused by a harsh step-mother to her husband's two children. The step-mother is brought to judgment and justly punished by the finding of the Willow Lute. "The Golden-leaved Chrysanthemum" deals with higher personages, the Emperor himself being introduced, and treats of historical military matters; while the third play, "The Sacrifice for the soul of Ho Man-sai," is a short play that initiates the reader into many of the peculiar religious conceptions of the Chinese.

The plays are written somewhat after the Shakespearean style, the plots are well expressed and the situations do not leave much to the imagination, while the dialogue throughout is exceptionally good. They are all divided off into acts and scenes for the assistance of the reader.

The two poems, the first of which is entitled "Peng Tau" is a legend of how a man named Peng Tau managed to live for a hundred years, but had at last to meet his fate through the garrulousness of his seventy-second wife. Though the story of the immortality of a man has been often told, we do not remember having ever seen one at all resembling the manner in which this one was managed, moreover it has the true Chinese characteristics and forcibly shows up their peculiarities. The last poem is "Mak Lan's Parting," a pretty little ballad taken from the poetry of the Tang Dynasty. We have not the slightest hesitation in recommending our readers to read, mark, and inwardly digest this little book, and we are sure if they are so interested, they will be interested and the probability is they will be both.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## CRIMINAL SESSIONS.

Before the Hon. W. M. GORDON (Acting Chief Justice).

July 24th.

## UN LOONG MURDER.

Mr. Francis C.C. (instructed by Messrs. Mounsey and Bruton) appeared for the defence of the prisoners. While the clerk of the Court was reading the indictment for conspiracy to murder Mr. Francis, C.C., asked permission to first, as there was no precedent that a misdemeanour which was merged into felony should be tried first. He contended that when the evidence of the conspiracy was based on the same facts and had regard to the same person as that on the charge of murder, the graver charge should be disposed of first. In support of this he quoted Lord Russell on Crime, 1st Volume Chap. IX on "Conspiracy to Murder," citing a case in which some robbers had wilfully obtained a conviction against an innocent man, but were afterwards discovered and executed. Their Lordships had always objected to hearing evidence on a minor charge when it actually embodied proof of a graver crime. There were strong objections to any other charges being associated with the charge of murder.

His Lordship asked whether he understood the learned Counsel to mean that the graver crime should be disposed of before the lesser is proceeded with.

On Mr. Francis assenting, His Lordship quoted Lord Cockburn on Baron Kolt, showing that the graver crime should be taken first as the evidence in the lesser would be prejudicial to the accused on the graver charge. When there was any doubt of the identity of the prisoner, then it was allowable to proceed with conspiracy to murder. There was no direct case that can be taken as precedent for this case. He could not forbid the Attorney General taking the conspiracy first but in his opinion it was not the proper course to follow in this instance.

Mr. Pollock said that Lord Cockburn referred more especially to a particular case, when the charge of murder was merged with conspiracy along with him, in his favour, if charged with murder. In this case all the prisoners were debarred from calling each other as witnesses. The learned Counsel also cited an instance of A.B. being convicted of an accessory before the fact and executed. His Lordship said cases did not bear on question, but he could not find that the court had any power to decide.

Mr. Pollock said that considering the strong intimation that His Lordship had given of his opinion, he would proceed with the murder first.

The indictment for murder was then read out to the prisoners who pleaded "Not guilty."

The following gentlemen were sworn in as a special jury:—Augusto J. Rozario, F. Carl, Paul Sachse, Geo. Th. Veith, Arthur H. Botenheim, John P. Ch. Jensen, Gershon Stewart, and Albert Denison.

Mr. Francis C.C. informed His Lordship that he was appearing for the first and second prisoners, and his friend Mr. Melbourne for the third.

The Acting Attorney General (The Hon. H. E. Pollock), in addressing the jury for the prosecution, said that the case referred to the murder of one Chun Kwai Sui Tai, which occurred at Un-loong on the 18th of April, 1899. He gave a description of the murder, he would explain who the prisoners were. At Un-loong, which was a market town in the New Territory, there were two elders. The first prisoner and his brother were the two elders, the first prisoner was the principal elder. The second prisoner was a nephew of the first prisoner, being the son of the second elder at Un-loong. The third prisoner seems to have held a very humble position, as he was employed under the city constable, Lam Pak Ton, who was employed under the Chinese Authorities. The facts on which the prosecution based their charge were briefly as follows. It appears that the deceased Chinese Chun Kwai Sui Tai was wanted by the Chinese authorities who had offered a \$250 reward for his apprehension. On the afternoon of the 17th of April, the first prisoner and Lam Pak Ton were sitting in the ancestral hall at village in the district of Tin Loong. When it came to their knowledge that the deceased was present, the first prisoner gave orders for his arrest, which was effected by Lam Pak Ton, and deceased was taken to the meeting house at Un Loong the first prisoner following shortly afterwards in a chair. While the deceased was being taken to Un Loong, they met the second prisoner, who told them to take deceased up to the meeting house and joined in the procession going with them to Un Loong, where deceased's hands and feet were tied, under the directions of the first prisoner. There were also four other prisoners, the whole five being chained hand and foot and placed in pig crates. Two of the prisoners were released, one by the recommendation of Tang Teing Sz, and the other because he was a friend of Lam Pak Ton. In the course of the afternoon the first prisoner had a conversation with one Chung On, on the question of bailing deceased out, but Chung On would not agree to do so, he would be brought as a witness and could tell the jury about that conversation. Tang Teing Sz came into the room (time not very definite, but during the afternoon) and told first prisoner that the weapons and gunpowder were ready, probably referring to a fight that took place next day with the Europeans. Tang Teing Sz did not use any names, but the words "We must come out and fix the three," used by him to the first prisoner, referred to the three prisoners in the meeting house. Ng Ki Cheung then went out the three prisoners at the meeting house. The evidence would show that at the meeting house the three prisoners, Tang Teing Sz, Lam Pak Ton, and the first prisoner, while there, the first prisoner was heard to say, referring to Chun Kwai Sui Tai (the deceased) that if he did not take him he "would take me" (Ng Ki Cheung). Apparently meaning that if first prisoner did not take deceased's life, the deceased would take his life. Lam Pak Ton said that the three were not good men and that they deserved to die. This was about 7 o'clock on the 17th April, 1899. The same men were at San Ching gambling, Tang Teing Sz, Lam Pak Ton, the three prisoners, and two more men who would be called as witnesses were present. These two witnesses would say that Tang Teing Sz told Lam Pak Ton to go out and engage a boat and to tell the boatmen that it was for the purpose of taking some pigs; it was intended to take the prisoners in pig baskets somewhere out to sea and drop them overboard. About half an hour afterwards Lam Pak Ton was sent to get six coolies to carry the pig crates down to the creek side by the creek, behind a whom there were more prisoners. Tang Teing Sz, Lam Pak Ton, the two witnesses and two other men, nine altogether, were on the creek side, the men in the pig baskets called out and the boatmen, who saw they had been deceived, ran away. The evidence would show that the three prisoners fired two shots at the deceased but it is a matter of no importance whether the deceased was shot or drowned, as the pig crates were afterwards rolled down the bank of the creek and the men inside were drowned. Evidence would show that the third prisoner was one of those who rolled the crates down to the water. He would tell the jury that it was important to remember that there were two elders at Un Loong and that first prisoner was the principal one, and although there is no evidence against him of actually committing the murder the evidence would show that he did not offer to prevent it although he knew that it was likely to happen, and that evidence would show that he wished for the murdered man's death, these facts were sufficient to convict him as an accessory before the fact to the murder, though he took no actual part in it, he, by his presence he had countenanced it. As regards the second prisoner, it must be remembered that he was the nephew of the first prisoner and son to the other Un Loong elder, brother to first prisoner, and the fact that deceased had been tied up under his directions at the Un Loong meeting house, so that he had been guilty of restraining the personal liberty of the deceased, and that he was present both at the gambling house and at the creek side and used no endeavours to stop the murder. The third prisoner was not present at the different meetings already enumerated, but actually assisted at rolling the crates into the water. The bodies were found on the 25th of June, about two months after the killing of the man generally known as the Governor's envoy; the reason for this was because the police thought there was only one man murdered and so did not enquire into the case. The bodies were seen previous to their being found by the police, by a Chinaman, who apparently did not trouble himself at all about the matter.

The first witness called was Cheung Kwong Yuen, who gave the same evidence as he gave at the Magistrate's but was subjected to a severe cross-examination by Mr. Francis as regards the character of the man by the murdered man, Chan Kwai Sui Tai.

(Case proceeding.)

## ACCIDENT ON THE TRAMWAY.

At about nine o'clock yesterday morning a slight accident happened to the ascending tram on the Peak Tramway. Between Bowen and Plantation Roads, one of the wheels gave way and consequently the conductor was obliged to apply the brake and stop the tram. The passengers were forced to alight and climb up to the next station, a piece of work which was not particularly pleasant for the ladies. The empty car was sent to the lower station, where a new wheel was fitted. It is a long time since we have had a mishap on the tramway and it speaks well for those in charge that accidents are of such rare occurrence.

## THE PLAGUE.

Cases reported to 22nd instant.....1,281

Do. do. during past 24 hours.....7

Total.....1,288

Deaths reported to 22nd instant.....1,219

Do. do. during past 24 hours.....7

Total.....1,226

Cases reported to 23rd instant.....1,288

Do. do. during past 24 hours.....6

Total.....1,294

Deaths reported to 23rd instant.....1,226

Do. do. during past 24 hours.....6

Total.....1,232

## DEVELOPMENT AT NEWCHWANG.

We make the following extracts from the report on the trade of Newchwang for 1898 by Mr. Walter Ley, Commissioner of Customs:—

From many points of view the year 1898 will rank as a memorable one in the annals of this port. In the early part of it the Russians occupied Port Arthur, compelling the Chinese to evacuate the place somewhat hurriedly and necessitating the departure of General Sung (the Commander-in-Chief of the Chinese army) for Newchwang even before the Liao River was clear of ice. Soon after the regular coasting steamers appeared, Russian engineers arrived to survey the port and to make arrangements to start their railway, for which they had received a concession from the Chinese Government. The railway is termed the "Eastern Chinese Railway," but the name by which it is commonly known here is the "Russian Railway." One of the difficulties had been encountered, a large piece of land was eventually secured for the Newchwang (or rather the Yingkou) terminus, and work was commenced with vigour. The site chosen is about 4 miles from the Custom House, and has come to be known as "Russia Town," though as yet there are very few buildings on it. Large quantities of sleepers and rails have already been landed; but the locomotives—so vitally necessary to the line—could not be landed, and, as the port is now closed, they cannot be brought in until April next. One vessel, with engines from Philadelphia, arrived off the bar on the 21st November; but as she was drawing over 28 feet of water, she could not enter the port, and was then ordered to go to Port Arthur to lighten. She appeared a second time, but as her draught was still too large, she had again to turn back. Three of the locomotives were placed on board of one of the vessels belonging to the Eastern Chinese Railway, but by the vessel carrying them was driven away by the ice before she had time to discharge them. Exceptionally mild weather, with easterly winds, and had there been more boats and less icy hindrance, there is little doubt that efforts made would have been crowned with success and the engines have been all landed. Where great interests are at stake, it is often times necessary to run great risks. It was intended at first to run the railway through Kirin; but I am told that the line will take a more direct course, and that, leaving Kirin on the east, it will go straight from Tieling to Peking. Thence it will run through Taitak to Newchwang. From there it will go through China, and passing the southern part of Lake Baikal, it will continue its route on to Irkutsk and thence on to Tobolsk.

Towards the close of the year a start was made with the Newchwang-Shanghai-Kwantung Railway. This railway is known here as the "Chinese Railway," in contradistinction to the "Eastern Chinese Railway," which, as already stated, is generally called the "Russian Railway." The "Chinese Railway" will go from Yingkou (the port) the Tieling and thence on to (Western) China, and passing the southern part of Lake Baikal, it will continue its route on to Irkutsk and thence on to Tobolsk.

To make it a profitable undertaking it will have to tap the bean-producing districts, and it is likely the fact that, when it is carried as far as Heijo-kei-shan, it will be extended to Hsin-min-tung, which is a very important centre of trade.

As soon as negotiations were completed for the extension of the Shann-hai-kwan line (which only runs as far as Chung-hou), several hundred coolies were sent from Tientsin to Newchwang (Yingkou) to commence laying the track, and a quantity of timber from Vancouver for the use of the railway was successfully landed here long after the port was virtually closed to navigation.

Adjoining the railway the Japanese have acquired a slice of land for a Concession, and the British have also obtained a piece of land for the same purpose; the lands being contiguous to the Japanese Concession. Whether the land is to have depth or width has not yet been definitely settled; but the sketch which accompanies this Report will give some idea as to the localities of the two Concessions, and it will also show the position of the ground which has been acquired by the Russians. The land on the north bank, which has been acquired for the two Concessions spoken of above, has from time immemorial been in the hands of Manchus, who, for a certain fee paid early to the Board of Works at Moukden, have been licensed to cut the reeds growing on the land, the reeds being superior to those grown elsewhere, owing to the salt impurities preventing the reeds from getting rotten. Not only do the Manchus immediately interested in the reeds find their trade a lucrative one, but after the reeds are cut, gleaners are allowed to go over and help themselves to the residue, signal being given by a gun which the privilege may be availed of. When the river is frozen over, hundreds cross over to gather reeds, many carrying with them small animals, falling through the ice and disappearing altogether. When the north bank ceases to grow reeds, hundreds, if not thousands of people will be deprived of fuel.

There is at present one beam mill in full working order and making a handsome profit. The daily out-turn is about 1,475 pieces of bean-cake. The place is under foreign protection—otherwise it would, no doubt, be squeezed—but it is entirely controlled by Chinese, who look after the foreign machinery without foreign aid. A second beam mill has been erected, but is not yet in working order. Both mills are supplied with electric light, and it is thought likely that the engine of one of them will be utilised to generate electricity to light the town with the electric light.

The mineral resources of Manchuria are acknowledged to be great and need development only. There are coal mines at Liaoyang and Chaoyangchen (in the north); but at present the coal is worked in a primitive way only. As soon as Foreigners have more latitude allowed them and Foreign machinery is procured, the output of coal will doubtless be considerably increased. In the south, coal is also to be found. At a place called Pailishan, in the neighbourhood of Fuchow there is coal, and Russian engineers are turning their attention to that place. A Chinese mining company, with a (stated) capital of 15,400,000 in 100,000 shares, was started in 1897, a proclamation inviting people to take up shares being issued in December of that year. The scheme was too visionary to attract subscribers, people being unwilling to part with their money. One of the rules in connection with the project was that any shares transferred to a foreigner should be at once confiscated. No harm would have been done if a little keener insight into the future had been shown.

The occupation of Port Arthur and Tientsin in the spring rendered a delimitation of frontiers necessary. Accordingly, a Chinese official was sent south in August last to define the Chinese and the Russian frontiers. So far as is known, the Russian frontier line has been drawn from Pitau to Pailishan; but the city of Chin-chow, usually called Southern Chin-chow, remains in the hands of the Chinese, under the control of a Maritime Prefecture.

The year just entered upon will, it may fairly be prophesied, be one pregnant with great changes; but what form such changes will exactly assume it would be rash to speculate on here. It is said that Tientsin will be opened to trade as soon as a breakwater has been constructed there, and that then the trade of Newchwang will be diverted south; but even if that place (or Victoria Bay) be opened, it will be some time yet before Newchwang (Yingkou) loses its commercial importance.

## OHEMULPO.

July 24th.

JAPAN, RUSSIA AND KOREA.

The late troubles at Seoul and in the South province have brought out a long editorial from the *Kobe Chronicle*, compounded entirely from apocryphal Japanese telegrams from Seoul. That paper asserts that Japan has surrendered control over Korea. I have never yet heard that Japan ever had any control over Korea. It is true that she tried the game but she never succeeded to any extent. If what with protecting murderers and escaping would-be murderers, with a Russian ally, and with Korea could be called control, then by all means let it be said that Japan did control Korea and with a vengeance too. The *Chronicle* is again out in saying that after the Japanese had retired from Korea, Mr. McLeary Brown took over charge of the finances. This gentleman had already taken over charge of the finances years before the so-called Japanese retirement from Korea or rather from meddling in Korean affairs. Whether Mr. Brown has succeeded in bettering things or not, I do not say, but there is no doubt that the financial condition is much worse; if Mr. Brown did continue to pay off Korea's indebtedness to Japan, it was







# **Intimations.** **NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## **PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

| STEAMERS.          | DESTINATIONS.   | SAILING DATES.                  |
|--------------------|---|---------------------------------|
| KASUGA MARU.....   | NAGASAKI, KOBE and YOKO-  | THURSDAY, 27th July, at 4 P.M.  |
| E. W. Haswell..... | HAMA  | THURSDAY, 27th July, at 4 P.M.  |
| KAMAKURA MARU..... | MARSEILLES, LONDON & ANT-   | THURSDAY, 27th July, at 4 P.M.  |
| N. Trenn.....      | WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.                        | THURSDAY, 27th July, at 4 P.M.  |
| *KINSHU MARU.....  | VICTORIA, B.C. and SEATTLE.   | THURSDAY, 27th July, at 4 P.M.  |
| W. Brady.....      | U.S.A. VIA KOBE and YOKOHAMA.   | FRIDAY, 28th July, at 4 P.M.    |
| YAWATA MARU.....   | THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.              | FRIDAY, 28th July, at 4 P.M.    |
| A. E. Moses.....   | VLADIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHE-MULPO and NAGASAKI. | THURSDAY, 31st August, at Noon. |
| SENDAI MARU.....   | THURSDAY, 31st August, at Noon.   | THURSDAY, 31st August, at Noon. |
| H. Petersen.....   | THURSDAY, 31st August, at Noon.   | THURSDAY, 31st August, at Noon. |
| MUSE MARU.....     | THURSDAY, 31st August, at Noon.   | THURSDAY, 31st August, at Noon. |
| S. Kawamuro.....   | THURSDAY, 31st August, at Noon.   | THURSDAY, 31st August, at Noon. |

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

†Cargo and Passengers for VLADIVOSTOCK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 20th July, 1899.

## **NAVIGAZIONE GENERALE ITALIANA** (Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA, (DIRECT WITHOUT TRANSSHIPMENT). Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

**PROPOSED SAILINGS FROM HONGKONG:**  
\*DOMENICO BALDUINO..... 5th August.  
\*SINGAPORE..... 2nd September.  
\*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.  
For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

731a

## **MILWAUKEE BEER**

IS FAMOUS

**PABST**

HAS MADE IT SO.

**CARLOWITZ & CO.,**  
SOLE AGENTS.

Hongkong, 9th December, 1898.

## **BUILD UP THE BODY.**

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## **Scott's Emulsion**

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

### **NOTICE.**

AFTER Extensive Alterations and Rebuilding, the OLD ROSE, SHAMROCK and THISTLE has again been OPENED to the Public by its former Proprietor, who wishes to see all its old patrons again, at the Old House to receive a hearty welcome from the same.

WM. KRATER.

Hongkong, 18th July, 1899.

### **JUST LANDED.**

HASTINGS and NEPHEW'S BEST YORK-CUT HAMS. Also FRESH AUSTRALIAN BACON, VERY MODERATE PRICE.

H. RUTTONJEE.

15 & 15, D'Almeida Street, Hongkong, and 21 & 21, Elgin Road, Kowloon.

CLARK'S B. & P. PILLS are warranted to cure, in either sex, all acquired or constitutional Disorders of the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes of 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

**NOTICE.**  
PRIVATE BOARD AND RESIDENCE,  
166, Queen's Road East.  
Mrs. HORTON.  
Hongkong, 30th June, 1899.

WORTH A GUINEA A BOX.

**BEECHAM'S PILLS**

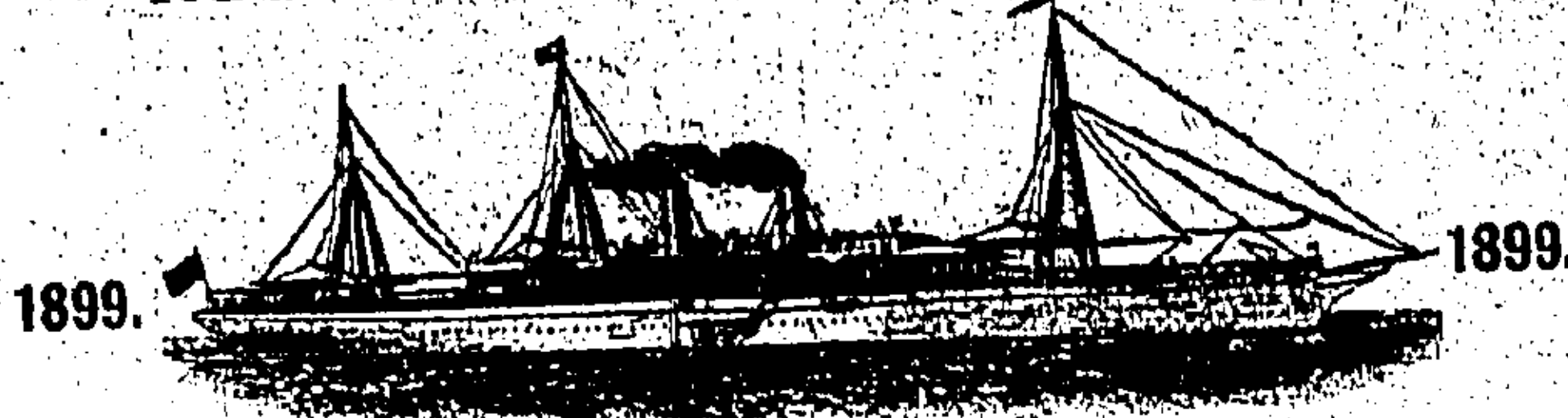
FOR ALL BILIOUS and NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, and FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor, THOMAS BEECHAM, Sole Agent for Hongkong and the Empire of China:—WATKINS & Co., Apothecaries Hall, 66, Queen's Road Central, Hongkong.

### **Mails.**

## **CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.**



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

### **PROPOSED SAILINGS FROM HONGKONG.**

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second class in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 19th July, 1899.

### **TOYO KISEN KAISHA.**

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

#### **PROPOSED SAILINGS FROM HONGKONG:**

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 3rd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 15th July, 1899.

### **Hotel.**

**WINDSOR HOTEL, HONGKONG.**

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from EN-TRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

HONGKONG, 28th April, 1899.

### **NORTHERN PACIFIC STEAMSHIP COMPANY.**

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

#### **PROPOSED SAILINGS FROM HONGKONG.**

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
Tacoma... 2,811 A. Dixon... July 29.  
Glenogle... 3,750 R. D. Jones... Aug. 2.  
Olympia... 3,837 J. Truebridge... Sept. 2.  
Victoria... 3,502 J. Panten... Sept. 12.

\*Calling at AMOY.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 Williamson... Aug. 19.  
Columbia... 2,976 Dobson... Sept. 23.  
Montmouthshire... 2,874 W. A. Evans... Oct. 7.  
Lennox... 3,677 Williamson... Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.  
Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.  
Hongkong, 10th July, 1899.



### **THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL" Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from BOMBAY, &c., on SATURDAY, the 5th August, at Noon, taking Passengers and Cargo for the above Ports, all Cargo for France, Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.  
Hongkong, 21st July, 1899.

FACILITIES FOR ICE AT KOWLOON. THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE, Elgin Street, Kowloon.

### **Mails.**

## **NORDEUTSCHER LLOYD.**

(Freight Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS—NORTH AND SOUTH AMERICAN PORTS.)



## **HAMBURG-AMERIKA LINE.**

(Fast Atlantic Service.)

## **PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.**

| STEAMERS.        | DESTINATIONS.                          | SAILING DATES. | Freight              |
|------------------|--|----------------|----------------------|
| E. RICKMERS..... | HAVRE and HAMBURG.                     | August 1st.    | Freight and Passage. |
| H. Jacobs.....   | (LONDON with transshipment in HAMBURG) | About 6th.     | Freight and Passage. |
| *SILESIA.....    | HAVRE and HAMBURG.                     | August 17th.   | Freight.             |
| Behrens.....     | (LONDON with transshipment in HAMBURG) | About 17th.    | Freight.             |
| WITTENBERG.....  | HAVRE and HAMBURG.                     | August 31st.   | Freight.             |
| Madsen.....      | (LONDON with transshipment in HAMBURG) | About 31st.    | Freight.             |
| ALESIA.....      | HAVRE and HAMBURG.                     | August 31st.   | Freight.             |
| Knauth.....      | (LONDON with transshipment in HAMBURG) | About 31st.    | Freight.             |
| SAXONIA.....     | HAVRE and HAMBURG.                     | September 6th. | Freight and Passage. |
| Krech.....       | (LONDON with transshipment in HAMBURG) | September 6th. | Freight and Passage. |

\*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.  
Calling at NAPLES for Passengers only, if sufficient inducement offers.  
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

### **CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, the UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmanthenshire... 2,929 about July 30.  
Carlisle City... 3,002 about Aug. 15.  
Thyra... 3,406 about Sept. 15.  
Belgian King... 3,379 about Oct. 15.

THE Steamship "CARMARTHENSIRE" will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the day previous to sailing. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 15th July, 1899.

### **U.S. MAIL LINE.**

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

#### **PROPOSED SAILINGS FROM HONGKONG.**

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd Oct., at Noon.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 15th July, 1899.

### **OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

#### **PROPOSED SAILINGS FROM HONGKONG.**

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 25th July, at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 22nd Aug., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 25th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan or Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.



## WHERE IT IS REALLY COLD.

A recent Siberian traveller relates—"At Salsk in the intensely cold nights the silence is sometimes broken by a loud report as of a cannon. This is the bursting of one of the ice bubbles in the river, a phenomenon I had neither heard nor read of before. The streams coming down from the hills were frozen on the surface some six to nine inches thick. The water beneath flowed faster than it could escape, and the pressure, on the principal of a hydraulic press, was irresistible. First, the elasticity of the ice was seen by the rising of circular mounds from six to eight feet in diameter, and from four to five feet high. The bursting point came at last with a report like an explosion. The water, escaped, but soon froze again. I have seen scores of these ice hillocks in a few years of the river."

## GEOLOGICAL CATASTROPHES.

Although geologists generally accept the view that the features of the earth's surface are the product of gradual and uniform changes, Mr. N. A. Graydon is disposed to think that there are some special features which can only be explained on the assumption of great changes so rapid or violent as to justify their being regarded as catastrophes. A typical case is the Althour, which passes out to the deep ocean through a continuous deep canon or gorge 130 miles long known as the Fosse de Cap Breton. At 30 miles from the coast the base of the canon is 3,174 feet below the general level of the continental shelf, at 62 miles 5,442 feet below the same level, and can be distinctly traced to a depth of 9,600 feet where it opens out on the ocean floor. The physical features of this submerged river seem to indicate that the submergence was so rapid and sudden as to be regarded as a catastrophe, as there is an entire absence of the shore deposits which would most certainly be present if the change had been gradual and uniform.

## POSTAL REFORM PROGRAMME.

Mr. J. H. Henson has just made his annual report as follows to the Parliamentary agent of the United Kingdom Commercial Travellers' Association:—  
(1) Imperial penny postage having been won, a demand must now be made for universal penny postage.  
(2) The telephone must become the property of the State.  
(3) Name and address on inland telegrams should be sent free, or twenty words should go for sixpence.  
(4) Penny a-word telegrams should be made possible to all parts of the Continent, and the zone system introduced, enabling penny-a-word telegrams to be sent to Europe and the United States, 3d. to Egypt, 6d. to India and the East, and 1s. per word Africa and Australia.  
(5) A parcel post rate at a minimum of 1d. per pound is wanted.

## LORD WOLSELEY ON THE ARMY.

Speaking at a dinner given by the Carpenter's Company, Lord Wolseley, who was warmly received, said he did not think it was generally recognized how much the greatness and credit of the City of London, the metropolis of the world and of our great Empire, had been built up and maintained by the City Companies. A very large number of the members of these companies, like the Master of the Carpenters' Company, belonged to the Volunteer force, to which he knew how much assistance the City Companies had rendered. (Hear, hear.) Nor was the fact appreciated how much the welfare and prosperity, as well as the security, of our great country depended upon the efficiency of our naval and military forces. The British Army was but a small one, but it had many points of excellence which he thought made it remarkable among the armies of the world. It seldom fell to the lot of the great armies of the world to fire a shot in anger, whereas it was seldom that some portion of her Majesty's forces, either Imperial or Colonial, was not having some experience in actual warfare. They would, therefore, understand why he expressed his belief that her Majesty's Army contained some of the most highly-instructed officers and most efficient soldiers in the world. (Cheers.) A great deal had been done in recent years to improve the efficiency of our military officers. The day was happily passed when "the fool of the family" was sent into the Army, and when the only qualification he had to command was his possession of a large share of the world's wealth, by means of which he could pay a high rate for a position which he was not perhaps worthy of holding. As he had said, those days were happily passed, and he now lived in the days of pure selection. He was speaking in the presence of a great many fathers of families, and if they had any idea of sending their sons into the Army, he advised them not to do so unless their sons possessed great ability and intended to study the Army in all its branches. (Hear, hear.) In his own experience, even since he had been a general officer, he had had to leave battalions in the rear because he had felt that he dared not send them into action under the men who commanded them. But he repeated that the day was passed when that state of things existed. Officers were now carefully selected for their positions, and he had no hesitation in testifying that the Army of the present was now sitting in the capital of a neighbouring country and was discussing the means by which universal peace might be brought about, when the lion and the lamb might lie down peacefully together, and when armies and navies might be things of the past. Until, however, those halcyon days arrived, until we could be quite certain that the state of things existed, he would repeat that the lion might lie down quietly by the side of the lamb without the danger of being taken up, he hoped that we should always insist on having a Navy as efficient as we had at the present time, and that we should never relax our efforts to make all the great component parts of our military service thoroughly efficient in the interests of the country. (Cheers.)

## SINGULAR CLAIM FOR DAMAGES.

At Southwark County Court, before his Honour Judge Addison, Q.C., Mr. Edwin Bromley Rayner, an accountant residing at Upper Grove, South Norwood, sued the Sweetmeat Automatic Delivery Company (Limited) to recover £20 for personal injuries received by Mr. Sinclair, who was counsel for the plaintiff, and Mr. Scullion for the defendant company. The plaintiff said that on May 16 he procured a box of sweets from one of the defendants, who was an automatic machine, and while he was inserting his thumb and finger to push some of the matches when they exploded, and severely burnt his fingers. It was suggested that there was some defect in the matches supplied, or that they were packed too tightly in the box. Evidence was given on behalf of the defendant by one of the managers, Mr. Messrs. Bryant and May, the manufacturer of the matches, to the effect that the goods were of the usual quality and were packed in the usual manner. This Hon. Judge said that there was no legal ground of liability, as the matches supplied were not the property of the plaintiff, for which they were sold. He gave judgment for the defendant with costs.

## PAGO-PAGO COALING STATION.

The United States Government has entrusted the construction of the proposed coaling station at Pago-Pago, Samoa, to Messrs. Healy, Tibbitts, and Co., engineers and contractors, of San Francisco. The station, which will be situated on the eastern shore of the island, will include a large steel wharf 150 ft. long and 35 ft. wide, with an approach 250 ft. long and 35 ft. wide. The piles will be of solid steel, 8 ft. long and 6 in. in diameter, and the couplings to be used on the piles will be of cast-iron. The water at the wharf will be 60 ft. deep, and it is anticipated that this, together with the length of 350 ft., will afford accommodation for the largest vessel afloat. The construction of the wharf and coaling station will probably occupy six months and cost \$250,000.

## EUROPEANS WHO SMOKE OPIUM.

Dr. Laurent, who has had a large experience in the hospitals of French Indo-China, makes a rather surprising statement in a report of his on the physiology and psychology of the opium smoker. He is discussing the classes who do smoke, and says: "Europeans must also be counted for an important share in the consumption of opium, as in general they only smoke pure opium. A very large number of Europeans consume at least 1 kil. a month, and my opinion is that more than half of the European officials and merchants who are settled in Indo-China, smoke opium either openly or secretly."

The Chinese, of course, consume most of the opium, and Dr. Laurent states that the vice is rare enough among the Cambodians, despite the example set them by their king Norodom, for whom opium of a special quality is made in Saigon. He denies that opium-smoking leads to crime, except indeed timid thefts committed to get another pipe of opium. The harm it does is real, but it is a small matter compared with the army of the victims of alcohol.

## A NEW SMOKELESS COAL.

At Members' Mansions, 36, Victoria-street, Westminster, recently, an exhibition was given by Mr. W. A. Wallace, of that address, in connection with a new patent smokeless coal, which is stated to be available alike for marine and locomotive purposes, for industrial processes of every kind, and for general domestic use. In the adjoining premises, which are in course of construction, the new coal was burnt in three iron grates placed on the floor. The coal gave out an intense heat; there was a long blue flame over the fire, and no smoke was emitted. The syndicate which proposes very shortly to bring out a Company to manufacture and supply the coal, claims that it is superior to the best Welsh steam coal for marine purposes, and that for household use one ton of it at a similar price, will go as far as a ton and a half of the best household coal, and, in addition, no soot will be deposited in the chimneys from fires made of the new coal. The new fuel is made of coal dust, kieselguhr, and wood tar. Mr. George R. Thompson, of Newport, the coal expert to the Government, after a practical trial of a sample, has reported to the syndicate that it has ample claim to use the term "smokeless," that the coal gives "a most clear and bright fire and good heat," and that it is very light in ash. For household use the coal is made up in the shape of small balls, but for marine purposes it will be prepared in the perforated brick form. It is stated that the coal has been tested on one important line of railway in England with very satisfactory results, and that it will soon be produced in large quantities.

## £10,000 A YEAR FOR STATIONERY.

At a meeting of the Metropolitan Asylums Board held at Spring-gardens, Mr. W. M. Acworth, chairman of the Finance Committee, made an important pronouncement. He said that the machinery of the board did not tend to the direction of economy. An instance of that was afforded in the stationery and printing contracts. Two years ago the board spent over £10,000 a year on stationery. A skilled manager was then appointed to see that no unnecessary printing was done, with the result that although they spent about 20 per cent. less now than formerly, there was still not sufficiently adequate machinery framed to see that money was not spent unnecessarily, and that when it was spent full value was always obtained for it. He believed that the managers were spending more money than any municipal corporation in the United Kingdom. Mr. Brown said he was appalled to find that the Board was committed to an expenditure of nearly £15,000,000.

## Intimations.

TO THE DEAF! A RICH LADY cured of her deafness and noises in the head by Dr. Nicholson's Artificial Ear Drums sent to her by the Institute for the Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

## SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of aid.

## EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co. Hongkong, 1st September, 1896.

## THE LEADING CATERERS.

COMPARE OUR MENU BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES' FLUID DISINFECTANT.

AVOID ALL RISKS OF OUTBREAK BY USING JAYES' FLUID.

SOLE AGENTS—Messrs. HUGHES & HOUGH, Bank Buildings, Hongkong.

## Auctions.

**PUBLIC AUCTION.** MESSRS. HUGHES & HOUGH have received instructions to sell THE FOLLOWING LEASEHOLD PROPERTIES, Situate at Victoria, Hongkong, in 40 LOTS, by

**PUBLIC AUCTION,** THURSDAY, FRIDAY, SATURDAY, and MONDAY.

the 27th, 28th, 29th, and 31st July, 1899, at 2.30 in the Afternoon, at their Auction Rooms, Te Hoe Lane.  
Lot 1.—No. 335, Queen's Road West, Area 778 Square feet, Annual Crown Rent \$5.30.  
Lot 2.—No. 333, Queen's Road West, Area 740 Square feet, Annual Crown Rent \$5.30.  
Lot 3.—No. 321, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 4.—No. 319, Queen's Road West, Area 736 Square feet, Annual Crown Rent \$5.77.  
Lot 5.—No. 317, Queen's Road West, Area 740 Square feet, Annual Crown Rent \$5.30.  
Lot 6.—No. 315, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 7.—No. 313, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 8.—No. 311, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 9.—No. 309, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 10.—No. 307, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 11.—No. 305, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 12.—No. 303, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 13.—No. 301, Queen's Road West, Area 744 Square feet, Annual Crown Rent \$5.30.  
Lot 14.—No. 299, Queen's Road West, Area 733 Square feet, Annual Crown Rent \$6.16.

The above 14 LOTS forming the whole of INLAND LOT No. 1,273 are held from the Crown for the residue of a term of 999 years.  
Lot 15.—No. 173, Praya West, Area 770 Square feet, Annual Crown Rent \$6.14.  
Lot 16.—No. 174, Praya West, Area 738 Square feet, Annual Crown Rent \$5.67.  
Lot 17.—No. 175, Praya West, Area 734 Square feet, Annual Crown Rent \$5.85.  
Lot 18.—No. 176, Praya West, Area 770 Square feet, Annual Crown Rent \$6.14.  
The last mentioned 16 LOTS forming the whole of INLAND LOT No. 1,279 are held from the Crown for the residue of a term of 999 years.

Lot 19.—No. 347, 349, 351, and 353 Queen's Road West, with 2 Basements Nos. 7 and 8 in a Lane off Ki Ling Lane, Area 4712 Square feet, Annual Crown Rent \$97.26.  
Lot 20.—Nos. 341, 343, and 345, Queen's Road West, and No. 1, An Fung Lane, and Basements Nos. 4, 5, and 6, in a Lane off Ki Ling Lane, Area 4,390 Square feet, Annual Crown Rent \$35.37.  
Lot 21.—Nos. 335, 337, and 339 Queen's Road West, and one House in the rear Unnumbered and basements, Area 4,304 Square feet, Annual Crown Rent \$34.67.

The last mentioned 3 LOTS forming the whole of INLAND LOT No. 1,270 are held from the Crown for the residue of a term of 999 years.  
Lot 22.—No. 330, Cross Street, Wanchai, Area 646 Square feet, Annual Crown Rent \$9.78.  
Lot 23.—No. 28, Cross Street, Area 602 Square feet, Annual Crown Rent \$9.12.  
Lot 24.—No. 26, Cross Street, Area 594 Square feet, Annual Crown Rent \$8.06.

Lot 25.—No. 24, Cross Street, Area 596 Square feet, Annual Crown Rent \$8.06.  
Lot 26.—No. 22, Cross Street, Area 606 Square feet, Annual Crown Rent \$9.24.  
Lot 27.—No. 20, Cross Street, Area 600 Square feet, Annual Crown Rent \$9.10.  
Lot 28.—No. 18, Cross Street, Area 604 Square feet, Annual Crown Rent \$9.13.  
Lot 29.—No. 16, Cross Street, Area 636 Square feet, Annual Crown Rent \$9.60.

Lot 30.—No. 13, Tai Wo Street, Area 830 Square feet, Annual Crown Rent \$12.61.  
Lot 31.—No. 12, Tai Wo Street, Area 840 Square feet, Annual Crown Rent \$12.76.  
Lot 32.—No. 11, Tai Wo Street, Area 820 Square feet, Annual Crown Rent \$12.76.  
Lot 33.—No. 10, Tai Wo Street, Area 870 Square feet, Annual Crown Rent \$13.36.  
Lot 34.—No. 8, Stone Nullah Lane, Area 830 Square feet, Annual Crown Rent \$12.61.  
Lot 35.—No. 6, Stone Nullah Lane, Area 840 Square feet, Annual Crown Rent \$12.76.

Lot 36.—No. 4, Stone Nullah Lane, Area 840 Square feet, Annual Crown Rent \$12.76.  
Lot 37.—No. 2, Stone Nullah Lane, Area 880 Square feet, Annual Crown Rent \$13.37.  
The last mentioned 16 LOTS forming the whole of INLAND LOT No. 430 are held from the Crown for the residue of a term of 999 years.  
Lot 38.—Godown No. 43, Praya East, Actual Area 24,190 Square feet. Term 999 years, Annual Crown Rent \$381.28.  
Lot 39.—No. 5, Li Yuen Street West, Area 824 Square feet, Annual Crown Rent \$12.34.  
Lot 40.—No. 7, Li Yuen Street West, Area 824 Square feet, Annual Crown Rent \$12.34.

For further Particulars and Conditions of Sale please apply to

C. EWENS, Solicitor, or to Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 22nd July, 1899.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions from the Mortgagees to sell by

**PUBLIC AUCTION,** on the Premises,

MONDAY, the 14th day of August, 1899, at 3 P.M.

All that very Valuable LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong and Registered in the Land Office as MARINE LOT No. 111, together with the Commodious Godowns thereon known as Nos. 60, 70, & 71, Praya East, and Nos. 74, and 76, Wanchai Road, the Property is held for the residue of a term of 999 years from the 11th October, 1899 at the Annual CROWN RENT of £67 10s.

Further Particulars and Conditions of Sale may be obtained from

Messrs. DEACON & HASTINGS, Vendor's Solicitors.

35 Queen's Road West, and from the Auctioneers.

Hongkong, 22nd July, 1899.

## Auction.

**PUBLIC AUCTION.** THE Undersigned will sell by PUBLIC AUCTION, on

WEDNESDAY, the 26th July, 1899, at 2 P.M., at his Sales Rooms, Zealand Street, No. 2, A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE.

Comprising—  
WRITING-DESK, ICE BOXES, EASY CHAIRS, WARDROBES, SIDEBOARDS, ROUND and SIDE TABLES, CHEST OF DRAWERS, IRON BEDSTEADS, PICTURES, GLASSWARE, CROCKERY, PLATED WARE, &c. &c.  
Also  
One Blue and White DELFT BREAKFAST SET Complete.  
One BROADWOOD PIANO.  
One RACHALS PIANO.  
Four TYPE WRITERS—Different Systems.  
Several Lady's and Gentlemen's BICYCLES.  
On View at the Undersigned's. Catalogues issued free to Sale.

TERMS OF SALE:—As customary. PAUL BREWITT, Auctioneer.

Hongkong, 22nd July, 1899.

## Shipping.

**STEAMERS.** CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"CHANGSHA." Captain Moore will be despatched as above TO-MORROW, the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN." Captain Anderson will be despatched as above ON WEDNESDAY, the 26th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN. THE Company's Steamship

"MAUSANG." Captain I. Kynoch will be despatched as above ON THURSDAY, the 27th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st July, 1899.

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE New Steamship

"YANGTSE." H. Allen, Commander, will be despatched for the above Port, on SATURDAY, the 29th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 11th June, 1899.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"DIOMED." Captain Goodwin will be despatched as above ON SUNDAY, the 30th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1899.

FOR NEW YORK VIA SUEZ CANAL. THE British Steamship

"GHAZEE." will be despatched for the above port on or about the 31st July.

At Intervals of 2 weeks.

"SIKH" "SIGYLL" "JOHN SANDERSON" "AFGHANISTAN" For Freight, apply to DODWELL & CO. LIMITED, Agents.

Hongkong, 12th July, 1899.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA." Captain Moore will be despatched on SUNDAY, the 26th August, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1899.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"INDRALEMA." Captain Baker will be despatched as above on or about the 12th August.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 21st July, 1899.

## Shipping.

**STEAMERS.** NORDEUTSCHER LLOYD.

NOTICE. STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.) THE Company's Steamship

"HOHENZOLLERN." Captain H. Krichner will leave for the above Ports, on or about WEDNESDAY, the 26th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 20th July, 1899.

NORDEUTSCHER LLOYD. NOTICE.

STEAM TO SHANGHAI. THE Company's Steamship

"PRINZ HEINRICH." Captain H. Stupper, due here with the outward German Mail about the 25th instant, will leave for the above place about 48 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 20th July, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA." Captain Davies will be despatched as above ON MONDAY, the 31st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd July, 1899.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. THE Full-powered Steamship

"PISA." will be despatched as above on or about the 11th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour. For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 18th July, 1899.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY." FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Italy, ex S.S. *Thames*; From Madras, ex S.S. *Londania*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 18th July, 1899.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW PORT, GLASGOW AND LIVERPOOL. THE Company's Steamship

"TEENKAI." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 28th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 28th instant.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 27th instant will be subject to rent.



